Appendix 21

CBD Pedestrian Movement and Access Strategy

(Refer to Chapter 9 Business Zone – Urban Living Area)
Appendix 21

CBD Pedestrian Movement and Access Strategy

1. Aims and Objectives

- To provide pleasant, safe and attractive pedestrian linkages and movement areas throughout the CBD.
- Reduce traffic movement within the CBD through the provision of pedestrian walkways and linkages.
- To ensure all road crossings are designed to enhance safety aspects and are easily identified as pedestrian priority areas.
- Incorporated urban design principles into the construction of pedestrian networks to encourage the use of designated road crossing points and discourage illegal crossing of traffic networks.
- To ensure that all pedestrian areas within the CBD are well lit and constructed of materials that are aesthetically pleasing, easy to move upon and give particular consideration to the aged and disabled.
- To ensure pedestrian areas, car parks, recreational facilities and heritage walks are linked.

2. Definitions

CBD - Central Business District

Pedestrian Activity Area - Those areas where pedestrians congregate and move within the CBD.

Arterial Road - a road that predominantly carries through traffic from one region to another forming principal avenues of movement throughout urban areas. Arterial roads include highways and their primary function is service large traffic volumes. (RTA Traffic Guidelines)

Sub-arterial Road - a road that connects the arterial roads to areas of development and carries traffic directly from one part of region to another. (RTA Traffic Guidelines)

Retail Precinct - That area of land referred to as Zone No. 3 Business under the Wagga Wagga Local Environmental Plan 1985.

3. Land to Which the Policy Applies

This Plan shall apply to the entire Wagga Wagga Central Business District bounded by Travers Street to the north, Tarcutta Street to the east, Best Street to the west, and the Railway Station area to the south as illustrated...
on the map marked Wagga Wagga Pedestrian Strategy deposited in the offices of the City of Wagga Wagga.

4. **Relationship to Other Planning Instruments**

This strategy supports the objectives and recommendations contained in the following documents:


5. **The Policy**

5.1 **Pedestrian movement**

5.1.1 Council shall provide linkages from all car parking locations to pedestrian activity areas.

5.1.2 Council shall encourage pedestrian movement through the CBD with the incorporation of the Traffic Management Plan and Car Parking strategy as tools to foster the use of pedestrian networks.

5.1.3 Pedestrian flows from the north to south along Baylis and Fitzmaurice streets shall be maintained as the principle area of pedestrian movement in the CBD. Lateral movement shall be provided along streets running east to west within the CBD as a secondary area of pedestrian movement.

5.1.4 Council shall ensure safe and visible pedestrian movement across roads particularly in those streets with high traffic volumes and speed areas. These location can be identified on the map marked Arterial and Sub Arterial Routes, part of the Traffic management Plan, which illustrates the location of arterial roads in the ring link road hierarchy.

5.1.5 Council shall provide a range of mechanisms to encourage safe and secure pedestrian areas and easily identifiable pedestrian crossing points in appropriate locations along the road network.

5.1.6 Council shall ensure that all redevelopment areas of the CBD clearly identifies the location of the pedestrian priority areas, taking into account urban design principles to enhance the aesthetic value of the streetscape.

5.1.7 Ensure that all pedestrian areas are linked throughout the CBD and beyond. The main linkage points will occur between
the CBD pedestrian network, recreation areas, the Wiradjuri Walking Track, the Historic Walk and across sporting fields.

5.1.8 Council shall devise plans and programs which will cater for the safe, secure movement of pedestrians throughout the CBD area based upon their particular role, individual constraints and age.

5.2 User routes and location principles

Council has determined several user groups and with differing pedestrian needs throughout the CBD area. These groups are identified as follows:

(a) Shoppers
(b) Visitors
(c) Residents
(d) Employees
(e) Recreationalists

The currently envisaged user routes and location principles are illustrated on the map marked CBD Pedestrian Access and Movement Strategy. These routes will form the basis of programs and planning to achieve policy objectives over the next three years. An overview of the movements of the pedestrian groups identified within the CBD is provided below:

5.2.1 Shoppers

This group will be predominantly focussed on the main street corridors of Fitzmaurice Street and Baylis Street with some movement along the streets running east to west across the main retail sector. The east west streets, which can expect the largest pedestrian movements will be Morrow, Thompson, Forsyth and Morgan. The envisaged movements of shoppers within the CBD are illustrated on the map attached to this strategy document.

5.2.2 Visitors

This movement of visitors will cover large areas of the CBD. It can be expected that they will largely be attracted to such venues as the lagoon area, the Historic Walk, Wiradjuri Walking Track, and the main retail sector. The envisaged areas for the movement of visitors within the identified area is illustrated on the attached map.

5.2.3 Residents
Residents within the study area will largely reduce their pedestrian movements to the residential area to the west of Baylis Street and Fitzmaurice Street and within and between the retail sector and their homes. Residents will also be attracted across Tarcutta Street to the recreational fields where pedestrian linkages are to be provided. Special consideration should also be given to the aged and disabled on these areas who have main arterial roads to cross. In the residential area west of the retail sector a large proportion of elderly residents has been identified and their needs in this area must be particularly noted in respect of a pedestrian management plan.

5.2.4 Employees

This group will largely be confined to the retail sector of Bayliss and Fitzmaurice Street and the east west retail precincts. In addition to this, movements for this group will also take place between shopping centres and the lagoon area as a method of accessing the workplace and during lunchhours, for example.

5.2.5 Recreationalists

Recreationalists will be predominantly attracted to the lagoon area, the Heritage areas of Fitzmaurice Street, the Wiradjuri Walking Track, the recreation ground and the Council Pool along Morgan Street, and the Historic Walk. Consideration to the needs of recreationalists in accessing these areas particularly in respect to the playing fields and pool area needs to be given.
6. Schedule

This schedule includes a list of works to be completed in association with the upgrade of the Central Business District, Baylis Street area. These works provide a guide as to the treatment of individual aspects of the mainstreet in regard to pedestrian movement and access and the location of facilities associated with the activities of this CBD user group.

The statement of works will be consistent with Council’s Management Plan Estimates and Works Program.

Works Associated with the Strategy

<table>
<thead>
<tr>
<th>PROJECT WORKS</th>
<th>CONCEPT TREATMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morrow / Baylis Intersection</td>
<td>Traffic Signals with scramble phase for pedestrians</td>
</tr>
<tr>
<td>Thompson / Baylis Intersection</td>
<td>Traffic Signals with scramble phase for pedestrians</td>
</tr>
<tr>
<td>Forsyth: Baylis to Berry</td>
<td>Pedestrian priority shared zone Baylis end</td>
</tr>
<tr>
<td>Baylis: Morrow to Thompson</td>
<td>Mid block pedestrian crossing</td>
</tr>
<tr>
<td>Baylis: Thompson to Forsyth</td>
<td>Mid block pedestrian crossings</td>
</tr>
<tr>
<td>Baylis: Forsyth to Morgan</td>
<td>Mid block pedestrian crossings</td>
</tr>
<tr>
<td>Baylis: Morgan to Edward</td>
<td>Mid block pedestrian crossing</td>
</tr>
<tr>
<td>Pedestrian crossing Morrow</td>
<td>marked crossing, kerb blisters</td>
</tr>
<tr>
<td>Street</td>
<td>Walkways – old Ricks Jeanery building</td>
</tr>
<tr>
<td>Linkages: Baylis Street to car</td>
<td>Walkways – old Ricks Jeanery building</td>
</tr>
<tr>
<td>parks</td>
<td>Walkways – old Ricks Jeanery building</td>
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Figure A21.1  CBD Pedestrian Movement and Access Strategy